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Whitefish, MT 59937

12-7-20

Flathead County Planning Department  
40 11th Street West, Suite 220  
Kalispell, MT 59901

**Re: #FZC-20-14:** Proposed Rezoning from SAG-10 to I-1H for properties located at 4095 Highway 93 North and 100 Scenic Ridge Road

Attn: Flathead County Planning Board

I am a resident of Flathead County and I routinely drive the US 93 corridor between Whitefish and Kalispell. I am opposed to the proposed rezoning from SAG -10 to I-1H for the following reasons.

1. This rezoning would allow industrial development that would detract from the scenic corridor along US Highway 93. On page 1 of the Growth Policy it states:

**"1. Protect the Views** - One characteristic that residents of Flathead County cherish is the view. Views of mountains, lakes, forests, wildlife, and open spaces are cited as characteristics residents of Flathead County would not change. "Scenic resources" are valued throughout the county regardless of age, gender or location. The Flathead County Growth Policy sets goals to protect views of mountains, forests, lakes and rivers enjoyed from public spaces and to protect the "wide open spaces" feel of rural Flathead County. Policies encourage growth that is non-detrimental to scenic resources and foster development opportunities that do not rob future generations of daily enjoyment of open spaces."

G.11 Protection of scenic resources available to both residents and visitors.

P.11.3 Determine road and recreational waterway corridors with scenic resources that are valued by both residents and visitors.

Furthermore, US 93 is the gateway to Whitefish and affords stunning views of Whitefish Mountain. The ski area is a major economic driver for the county. Again, the growth policy states,

"Gateway areas of Flathead County are areas where local residents and tourists are treated to some of the most beautiful views in the world. Unrestricted development can negatively impact important scenic resources and make Flathead County feel like anywhere else. It is important to develop minimal land use guidance that ensures the preservation of these resources. Gateway areas differ from scenic corridors in that views are more expansive and can be negatively affected by a larger number of development impacts." (pg. 29)



2. I am in complete agreement with the comments from the City of Kalispell that the Highway North Zoning District was created to prevent strip development and sprawl. The proposed I-1H zoning would continue and exacerbate a pattern of sprawl along US 93 that is contrary to the values expressed in the growth policy. Furthermore, industrial development is not compatible with nearby suburban residential zoning along Scenic Ridge road. As noted in the Growth Policy:

Preventing communities from growing together and losing their unique identities was another concern of many scoping meeting participants. The concern of seeing Flathead County turn into one continuous sprawling development was expressed in a variety of ways. Many residents of Flathead County do not want to see strip malls, used car lots, mini storage, warehouse stores, lumber yards, and other visually dominating land uses disrupt the perception of driving between unique rural communities. (pg. 2)

County residents regularly comment on the need to prevent "strip development" from dominating the rural landscape between business centers. (pg. 21)

P.5.5 Restrict industrial uses that cannot be mitigated near **incompatible uses such as residential**, schools and environmentally sensitive areas such as wetlands, floodplains, riparian areas, areas of shallow groundwater, etc.

3. The Flathead County Growth Policy Designated Land Uses Map identifies the subject properties as 'Suburban Agricultural.' The staff report acknowledges that, "The proposed I-1H zoning classification would appear to contrast with the current designations" Furthermore, the Growth Policy states, ""This map depicts areas of Flathead County that are legally designated for particular land uses. This is a map which depicts existing conditions. The areas include zoning districts which are lumped together by general use rather than each specific zone and neighborhood plans." Essentially, the designated land use map is an informative map that illustrates the **pattern of development** that has been established by historical land use, existing zoning and neighborhood plans. Such map must be considered by the County as stated by the MCA.

**76-1-605. Use of the Adopted Growth Policy.**

"... the governing body within the area covered by the growth policy pursuant to 76-1-601 **must** be guided by and give consideration to the general policy and **pattern of development** set out in the growth policy in the: (2) adoption of zoning ordinances or resolutions.

Since the proposed rezoning is inconsistent with the existing pattern of development, is incompatible with nearby suburban residential, would foster sprawl and strip development, would negatively impact the scenic corridor and is contrary to values, goals and policies in the Growth Policy, I urge the Planning Board to recommend denial of this request. Thank you for consideration of my comments.

Sincerely,  
Kathleen McMahon

## Laura Mooney

**From:** Mary Fisher  
**Sent:** Tuesday, December 1, 2020 7:32 AM  
**To:** Donna Valade; Laura Mooney  
**Subject:** FW: Contact Message

**From:** website@flathead.mt.gov <website@flathead.mt.gov>  
**Sent:** Monday, November 30, 2020 6:05 PM  
**To:** PZ Contact US <pzcontactus@flathead.mt.gov>  
**Subject:** Contact Message

### Contact Inquiry

The information below is being sent from your website.

<b>Name:</b>	Skeeter Johnston
<b>Email:</b>	<a href="mailto:mtskeeter@hotmail.com">mtskeeter@hotmail.com</a>
<b>Subject:</b>	Planning: December 9 Meeting
<b>Message:</b>	<p>Hello! I am thankful for the opportunity to voice my opinion on a few planning proposals in Whitefish (FZC-20-12 and FZC 20-13) and one on Highway 93 in Kalispell (FZC-20-14). It appears that lot after lot in the SAG-10 classification is being reduced to SAG-5, over and over again in the Whitefish Highway corridor from the northern stretch of Whitefish's boundary south through the Highway 93 city limits. I see the reduction of these larger parcels lending themselves to aiding the ability for more dense business developments. First, reduce the SAG-10 parcels to SAG-5, then change the SAG to suburban business districts and then there will be new strip malls lining our highways. Please, no on this snowballing of new business along Highway 93. Period. Now as to the item of SZC-20-14, any 'improvement' on this stretch of Highway 93, across from the landfill is a disaster in the planning. Years ago it was advertised that a RV Park was going to be where the RV Sales business is now. We were concerned about the increase in traffic at that time. Now, the traffic along that stretch of 93 across from the landfill is increasingly insane with the growth of commute traffic to and from Kalispell. I witness many near misses of left turning traffic trying to enter the landfill (travelling northbound) that nearly hit a high speed pickup truck (usually) passing the slower traffic travelling southbound. This includes those trying to enter the landfill from the north. There are blind spots that need some kind of fixing and the speed on that strip definitely needs to be lowered, much lower than the 65 mph it is now stated at. A dedicated left turn lane from 93 south to the RV complex? Speed lowering?---we know that most don't follow the speed limits on Highway 93 from Whitefish to Kalispell. Traffic is a major concern. Period. The cut in the hillside isn't all that pretty either, but I don't think that concern merits discussion here. Please deny the three above proposals. Thank you, Skeeter Johnston Whitefish</p>

